

WAC 197-11-960 Environmental checklist.

ENVIRONMENTAL CHECKLIST

Purpose of checklist:

The State Environmental Policy Act (SEPA), chapter 43.21C RCW, requires all governmental agencies to consider the environmental impacts of a proposal before making decisions. An environmental impact statement (EIS) must be prepared for all proposals with probable significant adverse impacts on the quality of the environment. The purpose of this checklist is to provide information to help you and the agency identify impacts from your proposal (and to reduce or avoid impacts from the proposal, if it can be done) and to help the agency decide whether an EIS is required.

Instructions for applicants:

This environmental checklist asks you to describe some basic information about your proposal. Governmental agencies use this checklist to determine whether the environmental impacts of your proposal are significant, requiring preparation of an EIS. Answer the questions briefly, with the most precise information known, or give the best description you can.

You must answer each question accurately and carefully, to the best of your knowledge. In most cases, you should be able to answer the questions from your own observations or project plans without the need to hire experts. If you really do not know the answer, or if a question does not apply to your proposal, write "do not know" or "does not apply." Complete answers to the questions now may avoid unnecessary delays later.

Some questions ask about governmental regulations, such as zoning, shoreline, and landmark designations. Answer these questions if you can. If you have problems, the governmental agencies can assist you.

The checklist questions apply to all parts of your proposal, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects. The agency to which you submit this checklist may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impact.

Use of checklist for nonproject proposals:

Complete this checklist for nonproject proposals, even though questions may be answered "does not apply." IN ADDITION, complete the SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS (part D).

For nonproject actions, the references in the checklist to the words "project," "applicant," and "property or site" should be read as "proposal," "proposer," and "affected geographic area," respectively.

A. BACKGROUND

1. Name of proposed project, if applicable:

Lake to Sound Trail, Segment B

2. Name of applicant:

King County Parks and Recreation Division

3. Address and phone number of applicant and contact person:

Jason Rich, Capital Project Manager
King Street Center
201 South Jackson, 7th Floor
Seattle, Washington 98104

4. Date checklist prepared:

February 1, 2013

5. Agency requesting checklist:

King County Parks and Recreation

City of SeaTac
City of Burien

6. Proposed timing or schedule (including phasing, if applicable):

Final design and permitting complete in Spring 2013

Construction schedule Fall 2013-Spring 2014

7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.

Segment B is one segment of the longer Lake to Sound Trail, some of which has been constructed and some of which will be designed in the future. See linked [Feasibility Study](#) for additional information. Each future segment will have independent utility and will undergo separate environmental review.

8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.

- [Feasibility Study](#)
- [Wetland Discipline Report](#)
- [Stream Discipline Report](#)
- [Cultural Resources Survey Report](#)
- [No Effects Letter \(Endangered Species Act\)](#)
- [Environmental Justice Discipline Report](#)
- [American Elm Technical Memorandum](#)
- [Geotechnical Engineering Report](#)
- [Environmental Classification Summary \(National Environmental Policy Act\)](#)

9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.

No other applications have been identified.

10. List any government approvals or permits that will be needed for your proposal, if known.

- Documented Categorical Exclusion (National Environmental Policy Act)
- National Historic Preservation Act, Section 106 Concurrence
- Endangered Species Act, Section 7 Concurrence
- Grading Permits, including critical areas and drainage reviews, from SeaTac and Burien
- Right of Way Permits from SeaTac and Burien
- Utility Variances from SeaTac and Burien
- General Construction NPDES Permit from Washington Department of Ecology

11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.)

King County, together with the cities of SeaTac and Burien (Cities), the Washington State Department of Transportation (WSDOT), and the Federal Highway Administration (FHWA), is proposing to develop a 1.5-mile segment of what will ultimately be the 16-mile Lake to Sound Trail. The 1.5-mile segment is referred to as Segment B of the Lake to Sound Trail, and is also commonly referred to as an extension of the Westside Trail. Segment B extends along the east side of Des Moines Memorial Drive from Ambaum Boulevard South to South 156th Street ([see Sheet G1](#)).

Segment B, as well as the longer Lake to Sound Trail, is part of a Regional Trail System that provides non-motorized, alternative transportation and a recreation corridor for multiple trail users, including bicyclists, pedestrians, skaters, and others. A goal of the Lake to Sound Trail is to provide non-motorized transportation facilities to economically disadvantaged communities in southwest King County that have been historically underserved by such facilities.

Once complete, Segment B would become part of a larger planned system that will serve employment and residential centers in South King County and connect to regional trails in Seattle and the greater Regional Trail System network. Segment B would connect at the north to the recently completed Westside Trail to North SeaTac Park and to existing bike lanes running east-west on S. 156th Street. This network includes connections to the Duwamish Trail to the north and the Seahurst Park Trail and Burien Town Square to the west. To the east, this project would connect with a multi-use trail and on-street bike lanes along South 156th Way, built by the Port of Seattle in 2006 in conjunction with the third runway project.

The Lake to Sound Trail – Segment B would:

- Serve local and regional non-motorized transportation needs and provide access to the trail for local communities.
- Help satisfy the regional need for recreational trails and provide safe recreational opportunities to a wide variety of trail users.
- Provide a critical link in the regional trails system.
- Provide economic and health benefits to communities along the trail.

Segment B is typically 10 to 12 feet of porous asphalt pavement bounded by two 2-foot-wide shoulders and 1-foot-wide clear zones, in accordance with American Association of State Highway and Transportation Officials' (AASHTO) guidelines. The project includes:

- Construction of a 10- to 12-foot-wide paved trail with soft-surface (gravel) shoulders;
- Fill import and excavation for general grading, pavement sections, and retaining walls;
- Separation of the trail from the adjacent road with a planter strip, which will include replacement elm trees where practical and other landscaping;
- Relocation of above-ground utilities and/or undergrounding of utilities;
- Relocation and adjustment of signal equipment conflicting with the proposed trail.
- Drainage improvements related to the trail and conveyance of stormwater from the adjacent road across the trail;
- Retaining walls in some places to reduce the cut-and-fill needed for the trail;
- A short boardwalk section through an area in which the trail cannot otherwise avoid the adjacent Walker Creek wetland complex;
- Channelization and consolidation of driveways where multiple driveways exist for a given property to reduce the potential for conflicts between trail users and vehicles; and
- Other access and traffic control features (bollards, striping, signage, etc.).

12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist.

The Segment B project area is a linear corridor mostly within the existing right-of-way for Des Moines Memorial Drive. Segment B is located in Sections 20, 29, and 32, Township 23 North, Range 4 East, W.M. North of State Route (SR) 509, the trail will be within in the City of SeaTac; south of SR 509, in the City of Burien.

B. ENVIRONMENTAL ELEMENTS

1. Earth

- a. General description of the site (circle one): Flat, rolling, hilly, steep slopes, mountainous, other:

Des Moines Memorial Drive S. runs generally south-southwest to north-northeast and consists of one lane in each direction, with gently rolling grade changes. Large portions of the road are supported by embankment fill along the east side. The embankment fill height varies from 0 to 10 feet high above the adjacent terrain.

- b. What is the steepest slope on the site (approximate percent slope)?

The trail alignment is relatively flat. The steepest slope is approximately 10%.

- c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any prime farmland.

The USDA Natural Resources Conservation Service has no soil data available for the project area (soil survey area WA775) (<http://websoilsurvey.nrcs.usda.gov>). General geologic information for the site was obtained from the publication *Geologic Map of the Des Moines Quadrangle, King County, Washington*. The map indicates that the surficial geology of the site consists of Vashon recessional outwash over glacial till, which were deposited by the Puget Lobe of the Cordilleran Ice Sheet during the Vashon Stade of the Fraser Glaciation. Recessional outwash in the vicinity consists of glacial meltwater deposits of stratified sand with variable gravel and silt content. Glacial till is an unsorted, non-stratified deposit of silt, sand, and gravel with scattered cobbles and boulders. Areas of glacial till are present at the surface in the vicinity.

The soils encountered in geotechnical explorations are described in the link Geotechnical Report.

- d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.

No

- e. Describe the purpose, type, and approximate quantities of any filling or grading proposed. Indicate source of fill.

Preliminary earthwork quantities indicate approximately 2,700 cubic yards of fill and approximately 8,000 cubic yards of cut will be necessary.

Widening of the existing road embankment to accommodate the trail will require low sliver fills and relatively short retaining walls to support fill sections along extensive portions of the alignment. The fill wall faces will generally range from 2 to 5 feet tall above existing road embankment slopes. One proposed cut will require a wall up to 10-feet tall where a rockery is planned.

- f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe.

In the absence of temporary erosion and sediment controls during construction, exposed earth could erode into adjacent lower lying wetlands or the municipal storm sewer system.

- g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?

Development of the trail will result in a total of 2.5 acres of additional trail surface, of which only 0.2 acre would be impervious surface associated with the new concrete boardwalk across Walker Creek and its associated wetlands. The remaining 2.3 acres of trail surface will be composed of pervious pavement, which allows precipitation to infiltrate through the pavement and into the soils below.

- h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any:

Construction BMPs may include the following, as appropriate:

- Preserving Natural Vegetation (BMP C101)
- Buffer Zones (BMP C102)
- High Visibility Plastic or Metal Fence (BMP C103)
- Stabilized Construction Entrance (BMP C105)
- Temporary and Permanent Seeding (BMP C120)
- Mulching (BMP C121)
- Plastic Covering (BMP C123)
- Concrete Handling (BMP C151)
- Check Dams (BMP C207)

Outlet Protection (BMP C209)
Storm Drain Inlet Protection (BMP C220)
Silt Fence (BMP C233)
Sediment Trap (BMP C240)
Construction Stormwater Filtration (BMP C251)

2 . Air

- a. What types of emissions to the air would result from the proposal (i.e., dust, automobile, odors, industrial, wood smoke) during construction and when the project is completed? If any, generally describe and give approximate quantities if known.

During construction, air emissions typically include primarily particulate matter (i.e., PM10 and PM2.5) and small amounts of carbon monoxide and oxides of nitrogen from construction machinery exhaust. The sources of particulates are fugitive dust from diesel exhaust. Temporary increases in particulate emissions may be noticeable if uncontrolled. In addition, temporary odors from machinery exhaust and paving activities will occur.

Air emissions post-construction at the site are not expected to change from existing conditions. The non-motorized trail will not introduce any new activities that would involve air emissions.

- b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.

Offsite emissions include those from vehicles using the adjacent roadways and from airplanes flying into and out of SeaTac. None of these emissions should affect the proposed trail.

- c. Proposed measures to reduce or control emissions or other impacts to air, if any:

During construction, equipment emissions will not exceed state and national air quality standards. Construction BMPs will be implemented to control dust and limit impacts to air quality. These could include the following:

- Wet down dust on site.
- Minimize ground disturbances.
- Remove excess dirt, dust, and debris from adjacent roadway if necessary.
- Maintain construction equipment in good working condition.

3. Water

- a. Surface:

- 1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.

The Lake to Sound Trail – Segment B project area occurs in the vicinity of Walker Creek and Miller Creek, a tributary to Miller Creek, Stream 0371G (identified as Water D by the Port of Seattle), and an unnamed tributary to Walker Creek. All four streams are located within the Duwamish River Watershed, within the Duwamish/Green WRIA 9 (Williams et al. 1975). Walker Creek, Miller Creek, and Stream 0371G cross the project corridor under Des Moines Memorial Drive South, and are Type F streams (perennial fish-bearing) according to the WDNR Stream Typing System, and Type 2 (fish-bearing) according to the City of SeaTac and the City of Burien classification systems. The unnamed tributary to Walker Creek is a Type Np stream (perennial non fish-bearing) according to the WDNR Stream Typing System, and a Type 3 according to the City of Burien classification system. For additional information, please refer to the linked [Stream Discipline Report](#).

Three wetlands occur in the project area:

- Wetland WS-1 is located east of Des Moines Memorial Drive and north of South 176th Street, extending outside the study area. It is a Category II (Ecology rating), Palustrine Forested/Palustrine Scrub-shrub/Palustrine Emergent (USFWS classification), depressional (HGM classification) wetland.
- Wetland WS-2 is located in a ditch east of Des Moines Memorial Drive, north of Wetland WS-1, entirely within the study area. It is a Category III (Ecology rating), Palustrine Emergent (USFWS classification), depressional (HGM classification) wetland.

- Wetland A17b is located east of Des Moines Memorial Drive, just south of South 160th Street. It is a Class III (Ecology rating), Palustrine Forested (USFWS classification), riverine (HGM classification) wetland.

Four additional wetlands were identified in the vicinity of the project, but outside of the study area (Wetlands R6b, A17a, A17c and A17d). These wetlands are located on Port of Seattle property, but have buffers in the study area. See the linked [Wetland Discipline Report](#) for more information.

- 2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans.

Construction of Segment B would occur within 200 feet of all seven wetlands and all four streams. Construction of the boardwalk structure would occur over Walker Creek. No in-water work will occur within any of the wetlands or streams. See linked [plans](#).

- 3) Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.

No wetlands or streams would be permanently or temporarily filled or graded as a result of the project. All fill to be placed in wetland buffers and/or stream buffers will come from an approved off-site location.

Temporary impacts of 290 square feet, 53 square feet, and 13 square feet would occur to Wetlands WS-1, WS-2 and A17B, respectively due to minor clearing to construct the shoulder of the trail.

It is anticipated that approximately 20,804 square feet of permanent impacts to wetland buffers, and approximately 4,696 square feet of temporary impacts to wetland buffer will occur due to construction activities. One wetland (WS-1) would have approximately 65 square feet of shading from the boardwalk.

There is significant overlap between stream buffers and wetland buffers. The total riparian buffer permanent impact is 17,623 square feet, although 14,844 square feet of this impact is also in wetland buffers. The total riparian buffer temporary impact is 3,848 square feet, although 2,889 square feet of this impact is also in wetlands and wetland buffers.

- 4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known.

No surface water withdrawals or diversions will be needed for this project.

- 5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan.

No. The proposal does not lie within a 100-year floodplain.

- 6) Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.

No. The trail is a non-pollutant generating surface, and construction BMPs are expected to prevent hazardous or waste materials from entering the stormwater conveyance system.

b. Ground:

- 1) Will ground water be withdrawn, or will water be discharged to ground water? Give general description, purpose, and approximate quantities if known.

No groundwater will be withdrawn. The proposed method of stormwater flow control for the majority of the trail segment, except for the boardwalk, is permeable pavement. Please note that the trail is a non-pollutant generating surface.

- 2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals . . . ; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.

No waste material will be discharged into the ground.

c. Water runoff (including stormwater):

- 1) Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.

The source of runoff at the project is limited to rainwater. The proposed method of flow control for the majority of the trail segment, except for the boardwalk, is permeable pavement. Six threshold discharge areas (TDAs) were delineated within the project area. TDAs 1 through 4 drain to Miller Creek and Miller Creek Tributary (Stream 0371G). TDAs 5 and 6 drain to Walker Creek. No stormwater conveyance is necessary for the trail with the proposed flow control methodology; however, the project would have some effect on the conveyance of stormwater runoff from Des Moines Memorial Drive. The hierarchical approach taken with stormwater conveyance is as follows:

- Where possible, the existing conveyance system will be used.
- If existing catch basins will be impacted by the trail, the catch basins will be relocated to the new gutter line.
- If an existing enclosed drainage system does not exist and a curb will be added, the following will be provided:
 - In areas that appear to drain away from the roadway via side roads or existing conveyance systems, additional conveyance will not be added.
 - In areas where road flooding may occur, a conveyance system will be added.

If high water tables temporarily restrict the infiltration of water through the permeable pavement, runoff will sheet flow into the Miller Creek tributary and associated wetlands and would not result in any infrastructure flooding.

There are two areas within TDA 5 where permeable pavement would not be feasible. One is the 400 feet of boardwalk and the other is the 120 feet along South 176th Street that has slopes too steep for permeable pavement. These two areas would be considered new impervious surface and would result in a 0.2 cfs net increase within TDA 5 during the 100-year storm event. Because the boardwalk is directly adjacent to the wetland and over a steep slope, it is likely that any precipitation falling in this area currently drains directly into the wetland. Therefore, no significant impact is expected from boardwalk runoff draining into the wetland. The new impervious surface along South 176th Street would not result in an increase of more than 0.1 cfs, and therefore no flow control BMPs are proposed.

2) Could waste materials enter ground or surface waters? If so, generally describe.

No. The trail is a non-pollutant generating surface, and construction BMPs are expected to prevent hazardous or waste materials from entering the stormwater conveyance system.

d. Proposed measures to reduce or control surface, ground, and runoff water impacts, if any:

The permeable crushed base course beneath the trail surface provides the storage volume needed to infiltrate precipitation falling onto the trail up to the 100-year storm event. Therefore, the permeable pavement would provide 100 percent of the required flow control.

4. Plants

a. Check or circle types of vegetation found on the site:

- _____ deciduous tree: ☒ alder, ☒ maple, aspen, other: American elm, black cottonwood, willow, dogwood
- _____ evergreen tree: fir, ☒ cedar, pine, other
- _____ Shrubs: blackberry, salmonberry, hazelnut,
- _____ Grass: reed canarygrass, tall fescue,
- _____ pasture
- _____ crop or grain
- _____ wet soil plants: ☒ cattail, ☒ buttercup, ☒ bullrush, ☒ skunk cabbage, other fringed willowherb, lady fern, horsetail
- _____ water plants: water lily, eelgrass, milfoil, other
- _____ other types of vegetation: ornamental/maintained trees, shrubs, lawn

b. What kind and amount of vegetation will be removed or altered?

Nine American elms, all of which are in poor health, will be removed to accommodate the Lake to Sound Trail – Segment B (see linked [American Elm Technical Memo](#)). The space between the east side of the northbound travel lane of Des Moines Memorial Drive and the eastern edge of the right-of-way, where the trail will be

constructed, is very constrained. Placement of the trail with the minimum required widths for a shared-use path and separations from the roadway make avoiding impact to the existing eight elm trees nearly impossible.

In addition to the elm trees, approximately 10 other deciduous trees and 7 coniferous trees will be removed to accommodate the project. Approximately 11 deciduous trees and 7 coniferous trees in the project corridor will be left in place.

- c. List threatened or endangered species known to be on or near the site.

The DNR Natural Heritage Program does not identify any rare plants within or in the vicinity of the project area.

- d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any:

Locations for planting 16 (and as many as 22) disease-resistant American Elms have been identified along the trail. Areas not suitable for planting trees will be planted with drought-tolerant plants.

5. Animals

- a. Circle any birds and animals which have been observed on or near the site or are known to be on or near the site:

birds: hawk, heron, eagle, songbirds, other: starlings, robins, crows, juncos,
towhees, finches, sparrows, chickadees
mammals: deer, bear, elk, beaver, other: opossums, raccoons, mice, rats
fish: bass, salmon, trout, herring, shellfish, other: Coho salmon, cutthroat trout,
chum salmon

- b. List any threatened or endangered species known to be on or near the site.

The listed or proposed fish species that the United States Fish and Wildlife Service and the National Oceanic and Atmospheric Administration Fisheries have identified as potentially occurring in the project vicinity are the Coastal-Puget Sound distinct population segment (DPS) of bull trout (*Salvelinus confluentus*), the Puget Sound evolutionarily significant unit of Chinook salmon (*Oncorhynchus tshawytscha*), and the Puget Sound DPS of steelhead (*O. mykiss*).

- c. Is the site part of a migration route? If so, explain.

No

- d. Proposed measures to preserve or enhance wildlife, if any:

None proposed

6. Energy and natural resources

- a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.

Not applicable

b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.

No

c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any:

None proposed. The trail offers a nonmotorized transportation alternative.

7. Environmental health

a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste that could occur as a result of this proposal? If so, describe.

No

1) Describe special emergency services that might be required.

None

2) Proposed measures to reduce or control environmental health hazards, if any:

None proposed

b. Noise

1) What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)?

Predominant noise in the project area results from vehicular traffic on adjacent roadways and highways, and from airplanes flying into and out of SeaTac.

2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site.

Long-term noise will be limited to voices of trail users. Temporary noise will occur during construction (includes typical equipment such as trucks, backhoes, compressors, and pumps), but will be relatively short-term. Limited drilling or pile driving activities will be necessary to install 9-inch diameter pin piles adjacent to Walker Creek, to support the elevated boardwalk, but no inwater pile driving will occur.

3) Proposed measures to reduce or control noise impacts, if any:

Construction activities will be limited to day light hours.

8. Land and shoreline use

a. What is the current use of the site and adjacent properties?

The Segment B project area is a linear corridor mostly within the existing right-of-way for Des Moines Memorial Drive.

The primary land use in the areas surrounding the project is urban residential and airport facilities. Many of the properties within the project area have residential structures and outbuildings, with associated driveways, lawns, and ornamental plantings.

At the north end, most of the adjacent property to the east is owned by the Port of Seattle. The Port's property is undeveloped and includes a mitigation wetland constructed in conjunction with the third runway project. The undeveloped property, while fenced, provides a natural park-like setting along this otherwise urban corridor. Several small private properties (a small warehouse and a gas station/convenience store) also abut the trail at the north end.

South of SR 509, more than a dozen single-family residential properties are immediately east of the trail. Farther south, a vacant property owned by the City of Burien and a small warehousing facility are east of the trail.

b. Has the site been used for agriculture? If so, describe.

No

c. Describe any structures on the site.

The only structures within the road right-of-way pertain to utilities and traffic signal equipment.

d. Will any structures be demolished? If so, what?

No

e. What is the current zoning classification of the site?

The portion of the site within the city of Burien is zoned, from south to north:

- Industrial for approximately 750 linear feet of trail alignment
- Residential Single Family 12,000 for approximately 2000 linear feet of trail alignment
- Residential Single Family 7,200 for approximately 750 linear feet of trail alignment

The portion of the site within the city of SeaTac is zoned, from south to north, beginning at SR 509:

- Aviation Commercial for approximately 3,500 linear feet of trail alignment
- Community Business for approximately 350 linear feet in the middle of the Aviation Commercial zone.

f. What is the current comprehensive plan designation of the site?

The comprehensive plan designation for the portion of the site within the city of Burien, from south to north, is:

- Industrial for approximately 750 linear feet of trail alignment
- Low Density Residential Neighborhood for approximately 2000 linear feet of trail alignment
- Moderate Density Residential Neighborhood for approximately 750 linear feet of trail alignment

The comprehensive plan designation for the portion of the site within the city of SeaTac, from south to north beginning at SR 509 is:

- Airport for the entire length, except for approximately 350 feet in the middle of the Airport designation that is designated Commercial High Density

g. If applicable, what is the current shoreline master program designation of the site?

Not applicable

h. Has any part of the site been classified as an "environmentally sensitive" area? If so, specify.

Yes. Wetlands and streams are in the project vicinity. Please refer to Section 3 of this checklist, the Wetland Discipline Report, and the Stream Discipline Report for additional information.

i. Approximately how many people would reside or work in the completed project?

None

j. Approximately how many people would the completed project displace?

None

k. Proposed measures to avoid or reduce displacement impacts, if any:

None

l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any:

The project is avoiding and minimizing impacts to critical areas. Compensatory mitigation will be provided where impacts are unavoidable. King County is working with the Des Moines Memorial Drive Committee on ideas for replanting American Elms, as well as other options for continuing the WWI Veteran memorial.

9. Housing

- a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.
None
- b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.
None
- c. Proposed measures to reduce or control housing impacts, if any:
None

10. **Aesthetics**

- a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?
No structures are part of the trail development. However, existing above-ground utilities must be relocated to accommodate the trail. These utilities will be located on either the east or west edge of the trail, or buried. Height of the utilities is the standard power pole height.
- b. What views in the immediate vicinity would be altered or obstructed?
Some vegetation that currently screens several residential properties from Des Moines Memorial Drive may be removed to accommodate the trail.
- c. Proposed measures to reduce or control aesthetic impacts, if any:
Any new planting of shrubs/trees/groundcovers will be selected and laid out to enhance trail integration into surrounding landscape.

11. **Light and glare**

- a. What type of light or glare will the proposal produce? What time of day would it mainly occur?
No new sources of light and glare are proposed. Existing roadway illumination may have to be relocated to accommodate the trail.
- b. Could light or glare from the finished project be a safety hazard or interfere with views?
No
- c. What existing off-site sources of light or glare may affect your proposal?
No existing off-site sources of light or glare will affect the trail.
- d. Proposed measures to reduce or control light and glare impacts, if any:
None

12. **Recreation**

- a. What designated and informal recreational opportunities are in the immediate vicinity?
There are existing trail connections from the north end of Segment B. Otherwise, there are no recreational opportunities in the immediate vicinity.
- b. Would the proposed project displace any existing recreational uses? If so, describe.
No
- c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:
None

13. Historic and cultural preservation

- a. Are there any places or objects listed on, or proposed for, national, state, or local preservation registers known to be on or next to the site? If so, generally describe.

A Cultural Resources Survey Report was completed by ICF International in February 2011 (see linked [report](#)). Only one potentially National Register of Historic Places (NRHP)-eligible resource was identified in the Area of Potential Effect (APE), consisting of the extent of Des Moines Memorial Drive through the APE, which includes nine elm trees situated along the east side of the road. No other significant cultural resources were identified in the APE. However, in subsequent review and correspondence, the Department of Archaeology and Historic Preservation found that Des Moines Memorial Drive is not eligible for the NRHP due to the overall integrity of the road.

The other identified historic resource in the APE—the gas station located at 15804 Des Moines Memorial Drive South—is not considered NRHP eligible. Originally constructed in 1959, the building's integrity has been substantially altered. It does not appear to embody characteristics or a method of construction that would warrant special recognition, and it is not known to be associated with a known event or person of particular significance.

- b. Generally describe any landmarks or evidence of historic, archaeological, scientific, or cultural importance known to be on or next to the site.

Other than Des Moines Memorial Drive described above in 13a, no cultural materials were observed on the ground surface in the APE. A single late-stage core reduction flake made from a fine-grained red volcanic, possibly basalt or rhyolite was found during shovel probing. See linked [Cultural Resources Survey Report](#).

- c. Proposed measures to reduce or control impacts, if any:

King County will continue to work with the Des Moines Memorial Drive Committee to identify opportunities for continuing the WWI Veteran's Memorial.

14. Transportation

- a. Identify public streets and highways serving the site, and describe proposed access to the existing street system. Show on site plans, if any.

The project extends south to north along the east side of Des Moines Memorial Drive from Ambaum Boulevard South in the City of Burien to South 156th Street in the City of SeaTac (see [Sheet G1](#)). Access to the northern end of the site is via Highway 518 westbound from I-5 to Des Moines Way South, and then south on Des Moines Way South to 8th Avenue South, then south on 8th Avenue South to South 156th Street, where 8th Avenue South becomes Des Moines Memorial Drive.

- b. Is site currently served by public transit? If not, what is the approximate distance to the nearest transit stop?

Yes. There are 8 bus stops located on the east side and 8 bus stops located on the west side of Des Moines Memorial Drive within the project reach. The trail design is being coordinated with King County Metro to ensure no disruption of bus service.

- c. How many parking spaces would the completed project have? How many would the project eliminate?

There is no designated parking that would be eliminated. However, along portions of Des Moines Memorial Drive, adjacent property owners currently use the road shoulder for additional parking. When the trail is constructed, there will not be a shoulder to park on. It should be noted that the shoulder parking is not the only option for parking. Each adjacent property has driveway area for parking.

- d. Will the proposal require any new roads or streets, or improvements to existing roads or streets, not including driveways? If so, generally describe (indicate whether public or private).

Yes. The project will construct a trail within a public road right-of-way. Please see project description. In addition, to maximize the use of the right-of-way, Des Moines Memorial Drive would be restriped in the vicinity of S. 160th St. to narrow the existing median. The width and length of travel and turning lanes would not be affected.

- e. Will the project use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.

No

- f. How many vehicular trips per day would be generated by the completed project? If known, indicate when peak volumes would occur.

No motor vehicle trips per day would be generated by the completed project.

- g. Proposed measures to reduce or control transportation impacts, if any:

Completion of the proposed trail could result in reduction in the number of motor vehicles and bicycles using the roadways by transitioning some drivers into bicyclists or pedestrians using the trail.

15. Public services

- a. Would the project result in an increased need for public services (for example: fire protection, police protection, health care, schools, other)? If so, generally describe.

No

- b. Proposed measures to reduce or control direct impacts on public services, if any.

None proposed.

16. Utilities

- a. Circle utilities currently available at the site: electricity, natural gas, water, refuse serv-
ice, telephone, sanitary sewer, septic system, other.

- b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.

No new utilities are proposed. Some of the existing utilities will have to be relocated to accommodate the trail.

C. SIGNATURE

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature: Carmy Bailey

Date Submitted: 2/18/13